

HOW TO DIE POOR

Question Supposed to be Perplexing Many Multi-Millionaires

PROPOSED AIR SHIP LINE

Tenderloin Police Station With Automobile Garage and Hotel Accommodations—Some Little Known Episodes in Flag History.

NEW YORK, Feb. 15.—Nowadays the struggle for life is a commonplace affair beside the struggle to die poor, a field of endeavor in which competition has become so keen that the youth of the country no longer need fear a dearth of opportunity to acquire mental food, whatever the condition may be in respect to plain bread and butter. Only a short time ago the widow of Russell Sage gave away several millions of the slender hoard so hardly won by flaying the tough hides of Wall street bulls and bears. Now the struggle has cost John D. Rockefeller another \$30,000,000 of hard-earned wealth and still the Standard Oil Magnate, according to the latest available statistics, is several millions behind Andrew Carnegie in the race to poverty, whatever their respective achievements at golf may be. The fact that educational institutions are invariably the beneficiaries, is evidence of a disposition to play the new game fairly. Mr. Rockefeller's latest donation to the cause makes a total of \$43,000,000 which he has placed in the hands of the General Educational Board for administration, while his gifts to Chicago University, aggregating \$21,000,000, and trifling amounts to something like \$30, 258,000, a sum which makes the \$6,000,000 or \$7,000,000 with which Ezra Cornell and Johns Hopkins founded the famous institution which bear their names look like very small change; but Mr. Carnegie's gifts to the same cause, including a few hundred libraries, amount to \$150,000,000, and the fact that he is a younger and more vigorous man is an additional advantage which it will be difficult for Mr. Rockefeller to overcome.

A trip of twenty miles by airship from Fort George to Coney Island is the tempting bait with which two well known amusement purveyors are preparing to separate next summer's visitors from their money. The promoters of the scheme, professing to believe the experimental stage of the airship has passed, propose to establish a fleet for passenger service, each one capable of carrying three passengers, and to run them on a regular schedule from Fort George, in the northern part of the city, where a new amusement park to be called Vanity Fair will be the starting point, to Luna Park. The route will be carefully selected to avoid fouling skyscrapers. The plans call for the erection of a starting platform at Fort George, 100 feet high, to the top of which passengers will be carried in elevators. A restaurant and palm room will make the platform an attractive place, and a stop of fifteen or twenty minutes at a half way station to be erected on top of the low buildings at the corner of Broadway and Twenty-ninth street will give passengers an opportunity to view the upper side of the Tenderloin. The first of the airships will be built in California and is expected to be in regular service by the middle of July.

When the new Tenderloin police station, the plans for which have just been approved by Commissioner Bingham, has been completed, all the comforts of home will be at the command of the out-of-town visitor to the Great White Way who may be so indiscreet as to involve himself in difficulties with the police. Since it sometimes happens that persons of refinement and familiarity with luxurious surroundings are often unexpectedly detained at this particular station, nothing that can add to the comfort of the prisoners has been overlooked. The plans call for a kitchen and dining room which would do credit to a modern hotel, a library, a gymnasium and baths. Another feature of the new station house, which is intended to be a model building after the style of which all station houses in the city will be constructed in future, will be a garage, the idea being that when the necessary appropriation is provided, prisoners will not be required to ride to the station in vulgar patrol wagons, but in handsome automobiles. As no class distinctions can be officially recognized by the Police Commissioner, will be made to feel that he can always count on the best of care, and may

even come to look forward with dismay to the time when he will be compelled to go home.

The addition of another star to the national flag with the admission of Oklahoma to the Union has led the effect of stimulating investigations into origins and traditions that have for years passed unchallenged. While iconoclasm has swept away many of the myths dear to the hearts of school-boys for generations, the renewed interest in the subject, tempered and governed by the modern methods of historical research, has thrown a flood of light upon many of the obscure problems of the evolution of the Stars and Stripes.

Particularly is this true of the stirring phrase "Old Glory," which, since the war with Spain in Cuba and the Philippines, has become the popular designation of the starry banner. It is a phrase with blood and iron in it that appeals irresistibly to patriotic imagination and voices an ambitious aggressive optimism that harmonizes with the now dominant spirit of nationalism. No other nation in the world has so significant a pet name for its standard.

There have been a number of theories as to the beginning of the phrase, and not a few myths have won a brief currency in explanation of its origin, but after sifting out the false currency the honor of inventing this striking descriptive phrase appears to belong to an old sea captain, and the hour of its birth was in the storm and stress of life and death struggle of the republic in the civil war. Investigators now agree that the father of "Old Glory" was Captain William Driver, of Nashville Tenn., and that the first flag to float under this title is now preserved in the museum at Salem, Mass., where Capt. Driver was born in 1803.

Driver came of sturdy New England stock and was a typical American sailor of the days when the Stars and Stripes was a familiar spectacle in every port of the world. He won fame as the rescuer of the mutineers of the British Ship Bounty in 1831. Driver was in command of the brig Charles Doggett at the time, and restored the mutineers to their homes on Pitcairn Island. In 1837 Driver gave up the sea and removed to Nashville, Tenn., where he died in 1886.

The flag that flew at the peak of the Charles Doggett was "Old Glory," and destiny had decreed that it should play an important role in the civil war. Just before the brig left Salem on its cruise in 1831, a party of friends presented Driver with a large and beautiful American flag. It was done up in stops, and when sent aloft and broken out in the breeze, Driver, in his enthusiasm, christened it "Old Glory." When he went to Nashville he took the flag with him.

When the civil war broke out, it found the retired shipmaster, a determined Union man, but he was without sympathy even in his own family. Like most men bred in the habits of command on the sea, he was dictatorially outspoken in his beliefs, and his sentiments were known throughout the city. Naturally he gained the ill will of the more radical of the Confederates, and his knowledge of their enemy made him tremble for the safety of his cherished flag which for more than twenty years had proudly floated from the roof of his house on every holiday.

When Tennessee threw off her allegiance to the Union and joined her sister States of the Confederacy, Capt. Driver's "Old Glory" suddenly disappeared. With passion flaming in those days of intense feeling, the Confederates declared that the flag must be found and destroyed. But the most painstaking searches were in vain. Not a trace of it could be found, and Driver assailed the hunters for the old banned with chuckling derision. With needle and thread, when the days of danger came, Captain Driver had quilted the old flag into a comforter on his bed, and it remained his bedfellow, unsuspected by the Confederates and even by members of his own family, until Feb. 25, 1862, when the Federal troops entered Nashville and the Stars and Stripes floated once more over the State capitol.

Driver immediately ripped the protecting stitches out of the old comforter and released the flag he had so jealously guarded and obtained permission to raise the historic ensign in the place of the small regimental colors which were floating over the city. A corporal's guard was sent with the old man to his house and the immense flag containing 110 yards of bunting was escorted to the capitol and with his own hands he unfurled from the flagstaff, amid an outburst of enthusiasm from the assembled soldiers. As its broad folds sprung to greet the breeze, Capt. Driver with tears streaming from his eyes declared:

"Those Texas Rangers have been hunting for that flag for these six months without finding it, and they knew that I had it. I have always said that if I could not see it float over that

Capitol I should have lived long enough. Now, "Old Glory" is up there gentlemen, and I am ready to die."

In a letter to a newspaper in Salem, Mass., describing this event, Capt. Driver refers repeatedly to the flag as "Old Glory" and tells how he presented it to the Sixth Regiment. He declares that the Ohio soldiers will carry the old banner to the Gulf and take it over the capitol of every cotton state. He was a rather voluminous correspondent, and so persistently did he refer to the flag as "Old Glory" that he won the title of "Old Glory" Driver.

But his prediction that the historic old flag should lead the triumphant march to the sea did not materialize. The first time it was raised over the Tennessee capitol a gale was blowing, and, in addition to this, during the night a large number of Confederate bullets plowed their way through the folds of the banner. His great purpose accomplished, Capt. Driver fearing the destruction of his beloved flag, replaced it with a newer and stronger standard which he had concealed with "Old Glory." This second flag he presented to the Sixth Ohio, and it was carried by that regiment until the close of the war. While on his way home, in the headquarters baggage wagon, a mule with an omnivorous appetite nosed it out, and before discovery was made had eaten half of the bullet-torn colors.

Capt. Driver kept as a sacred relic the flag he had so successfully guarded—the original "Old Glory." After his death it found a resting place in the Salem museum.

One of the myths shattered by recent investigations of the origin of the national flag is that which has attributed the derivation of both the stars and stripes in the flag to the coat of arms of the family of George Washington, which includes both of these devices. But beyond this coincidence there is no evidence whatever to prove this assertion. The most recent authority, Polig D. Harrison, after painstaking investigation of the subject says:

"Those who have thoroughly investigated the subject say that no mention of any connection of the Washington escutcheon with our national flag has been found in Washington's correspondence or writings, neither is it alluded to in the published correspondence of his contemporaries. Had these devices been derived from his arms, it seems certain that Washington or some associate would have been very likely to have mentioned the honor that their selection conferred upon him."

The stripes on the Continental Union flag, the immediate predecessor of our national emblem, may have been placed six white stripes across the red ensign of the United Kingdom. Historian Benson J. Lossing would never believe that the Washington arms were the beginning of the flag, and so expressed himself in a letter to Thomas Gibbons. He thought the stripes might have been suggested by the flag of the English East India Company, with which the colonists in the seaport had long been familiar.

The idea of the adoption of stars as a device for a national standard may have originated in Boston, as the earliest known suggestion of a star for an American ensign appeared in the Massachusetts Spy of March 10, 1774, more than three years prior to the establishment of the Stars and Stripes.

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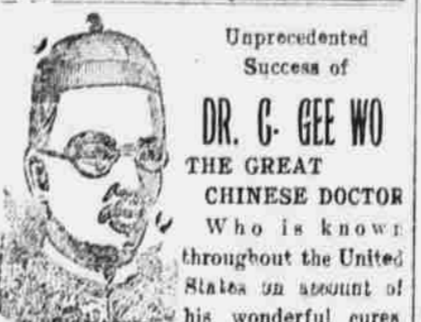
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